

Assembly Bill 355 – Timber Product Trucking Routes & Weights

Assembly Committee on Transportation

By Representative Jeff Mursau

September 24, 2013

Chairman Ripp and Committee Members,

Thank you for scheduling a hearing on AB 355, legislation extending and modifying Michigan-Wisconsin 11-mile border permit routes.

As you may know, both Michigan and Wisconsin have a significant interest in the legal and consistent transport of goods across state lines and there are a number of programs, permits and laws in Wisconsin that recognize that interest. The 11-mile border permit program is designed to encourage the trade of raw forest products between Michigan and Wisconsin while recognizing vehicle and road design differences between the two states.

After checking with the Wisconsin Department of Transportation, I have found that there are no significant reasons why the road design on US Highway 8 in Forest County between Cavour and Pembine can't handle the same traffic as US Highway 8 west of Cavour or north of Pembine.

In Goodman, there is a mill that employs a significant number of people in the surrounding community and produces a significant amount of economic activity that helps ensure the sustainable management of Wisconsin forests. Besse Forest Products employs more than 150 people and another 350 people in Matoon, Rice Lake and Ladysmith.

Rail service by Canadian National Railroad intends to sell its rail spur in the area to a private rail firm. Besse expects its rail switching fees to rise. This makes efficient trucking routes all the more important to Besse, its employees and the citizens of the community.

Chairman Ripp and Committee members, Besse Forest Products and the forest products industry are economic drivers in northern Wisconsin. AB 355 will help ensure Besse and all citizens who depend on a reliable stream of fiber continue to make a living in Forest County.

Thank you again for hearing this bill today, I am happy to take any questions you might have.